

CITY OF RIPON

GENERAL PLAN

REPORT NO. 1

RIPON, CALIFORNIA

NOVEMBER 1971

77 02056.1

INSTITUTE OF GOVERNMENTAL
STUDIES LIBRARY

OCT 20 2023

UNIVERSITY OF CALIFORNIA

CONTENTS

	Page
City Planning and the General Plan	1
History of Ripon General Plan	2
Elements of the Ripon General Plan	3
Boundaries and Population Projections	3
Land Use Objectives and Principles	4
Circulation Objectives and Principles	6
Implementation	8

CITY PLANNING AND THE GENERAL PLAN

City planning is generally the continuing process involving the City Planning Commission as a representative of the public to review all pertinent factors in the life of the community which will produce orderly growth and a healthful, economical and enjoyable place to live and work. Effective planning should not only encourage growth and development which is desirable for the community as a whole, but should also prevent undesirable change as well. Sound planning decisions are those which benefit the community as a whole, while also considering the effect on the individual citizen. The General Plan is one of the tools which helps to accomplish these purposes.

The General Plan provides a statement by the Planning Commission and the City Council which is a guide for the community to follow in its orderly growth. It serves to advise both the public and private sector of the desires of the community as a whole and establishes a continuity of purpose. Hopefully, it is the product of, and is supported by, the whole community and functions as a long range guide in the decision making process for short range actions. It also provides an excellent opportunity for the public at large to participate in the long range planning process for the City.

The General Plan should be considered as both a statement of the existing conditions and a flexible guide for planned growth in the coming years. It should be revised from time to time to reflect the City's actual development and changing goals.

CHAPTER I. THE DISCOVERY OF AMERICA

THE first discovery of America was made by Christopher Columbus in 1492. He was an Italian explorer who sailed for Spain. He discovered the New World on October 12, 1492.

Columbus was the first European to reach the Americas. He was followed by other explorers such as Vasco Nunez de Balboa and Hernan Cortes.

The discovery of America led to the European colonization of the continent. This led to the development of the United States as we know it today.

The United States is a country of immigrants. It is a country where people from all over the world have come to live and work.

The United States is a country of freedom. It is a country where people are free to live and work as they see fit.

The United States is a country of opportunity. It is a country where people can make a better life for themselves.

The United States is a country of progress. It is a country where people are always trying to improve themselves and their country.

The United States is a country of hope. It is a country where people believe in a better future.

The United States is a country of dreams. It is a country where people can make their dreams come true.

The United States is a country of love. It is a country where people love each other and their country.

The United States is a country of peace. It is a country where people live in peace and harmony.

THE END OF THE WORLD

HISTORY OF RIPON GENERAL PLAN

The Ripon General Plan was first adopted in 1960 and was based on a twenty year projection to 1980. In general, most of the statements and assumptions contained in the Ripon General Plan are still valid, and have been followed in the subsequent ten year period since its adoption. There is, however, one assumption which needs correction in order to place the Ripon General Plan in more proper prospective with the actual growth which has been experienced.

Although growth has been reasonably steady, the growth rate in Ripon and in San Joaquin County as a whole, has been somewhat less than had been anticipated in the Ripon General Plan. For this reason, the population projections which had been proposed for the year 1980 are apparently more nearly correct for the projections for 1990.

The major change affecting land use and circulation in Ripon in the ten years since the adoption of the original General Plan, has been the completion of the full freeway for U.S. Highway 99. This has completely changed the access to Ripon from the highway and the traffic patterns within the community as a whole, particularly the circulation between the two main parts of the City on each side of U.S. Highway 99. The revised General Plan reflects the new Land Use and Circulation patterns which are being brought about by this and other recent changes.

ELEMENTS OF THE RIPON GENERAL PLAN

State law requires that the General Plan shall include five major elements which are, Land Use, Circulation, Housing, Conservation and Open Space. This report deals with the Land Use Element and the Circulation Element of the Ripon General Plan. The Housing Element will be developed as a separate document and is not included in this report. The Conservation and Open Space Elements are being developed on a County wide basis by the Cities and County of San Joaquin Advisory Planning Association and also are not included in this report.

BOUNDARIES AND POPULATION PROJECTIONS

The boundaries of the General Plan revised 1971, are much the same as the original plan, with the exception of the addition of the area of the Spring Creek Development and a strip of land on the north side of Milgeo Avenue.

The following are the population projections for the City of Ripon including the 1970 census data.

<u>CITY LIMITS OF RIPON</u>		
1930	780	Census
1940	1,060	Census
1950	1,550	Census
1960	1,894	Census
1970	2,679	Census
1975	2,900	-
1980	3,800	Projection
1990	5,300	Projection
1995	5,895	

LAND USE OBJECTIVES AND PRINCIPLES

In general, the land use of the City of Ripon has followed the provisions of the General Plan with the exception of the effect of the main highway connection at Second Street. To some extent, the general commercial area has been effected by this shift and this change is reflected on the 1971 General Plan. The commercial reserve has also been somewhat reduced and some of the area east of Acacia Avenue and north of Main Street has been changed to residential use.

The elementary school in the northeast part of the City has been added, and the planned residential development in this area has been extended easterly to the Spring Creek development.

In agreement with the County, a planned small area of future industrial development northeast of U.S. Highway 99 just west of the Stanislaus River has been added to the Plan. This area is intended for limited industrial development with initial access on the freeway frontage road. A future possible crossing connecting under the freeway with the existing industrial development southwest of U.S. Highway 99 is also indicated with a future frontage road connecting to Fourth Street. The industrial area has been retained in the area between Stockton Avenue and Locust Avenue to encourage the continuing development of smaller industrial installations.

The residential character of the balance of the community has been retained. The original General Plan contained a category for both low density and medium density residential areas, but made no distinction by symbol. These have been combined into one symbol in the 1971 revision. Current development costs and trends seem to indicate a limited number of large lots may be developed to City Standards within the City limits.

The high density residential areas have been confined to buffer areas and to areas along major streets. Some change has been made in the commercial area along the freeway to reflect existing uses and freeway oriented commercial uses along the frontage road.

It is important to keep in mind that the General Plan serves primarily as a guide and is not intended to be a fixed and rigid document concerning each specific proposed use. It best serves the community when it is understood by both the public body and the public at large to be a flexible instrument for orderly development.

CIRCULATION OBJECTIVES AND PRINCIPLES

Principal changes in the circulation element reflect the revised access to the City by virtue of the full freeway for U.S. Highway 99. The arterial roads serving Ripon are now designated as Jack Tone Road, West Ripon Road and Main Street, Stockton Avenue and Milgeo Avenue. Collector roads for Ripon are now designated as portions of Jack Tone Road, future Sixth Street, future and existing Wilma Avenue, portions of Stockton Avenue, Manley Avenue, portions of Acacia Avenue and freeway frontage road, Second Street and Fourth Street. Both Second Street and Fourth Street are shown as collector roads in spite of their proximity and the closeness to Main Street because of the location of the freeway access and existing established traffic patterns in the City.

The circulation system also indicates a possible future frontage road along the southwest side of U.S. Highway 99 running southeasterly from Fourth Street to connect under the freeway to the proposed industrial area northeast of U.S. Highway 99.

Jack Tone Road continues to show as extended south to the Stanislaus River, but the river crossing formerly proposed at this point has been omitted to comply with the County General Plan. Jack Tone Road south of West Ripon Road has been designated

a collector road rather than an arterial road because of the omission of the river crossing.

Murphy Road has been included in the arterial road system connecting to Milgeo Avenue because of a proposed interchange with Highway 120 to the north.

In areas where essential parts of the circulation system are not yet developed, it may be necessary to develop precise plans to establish the actual location of the indicated rights of way in order to insure availability of future rights of way as urban growth occurs. Such precise plans are in addition to, but are not a part of, the General Plan.

IMPLEMENTATION

While the General Plan area remains intact and while some of the changes discussed above by themselves are not too significant, the effect of the current revision is quite substantial for the community.

It confirms the intent to retain the commercial activities in their present location with a minor shift toward the point of freeway access.

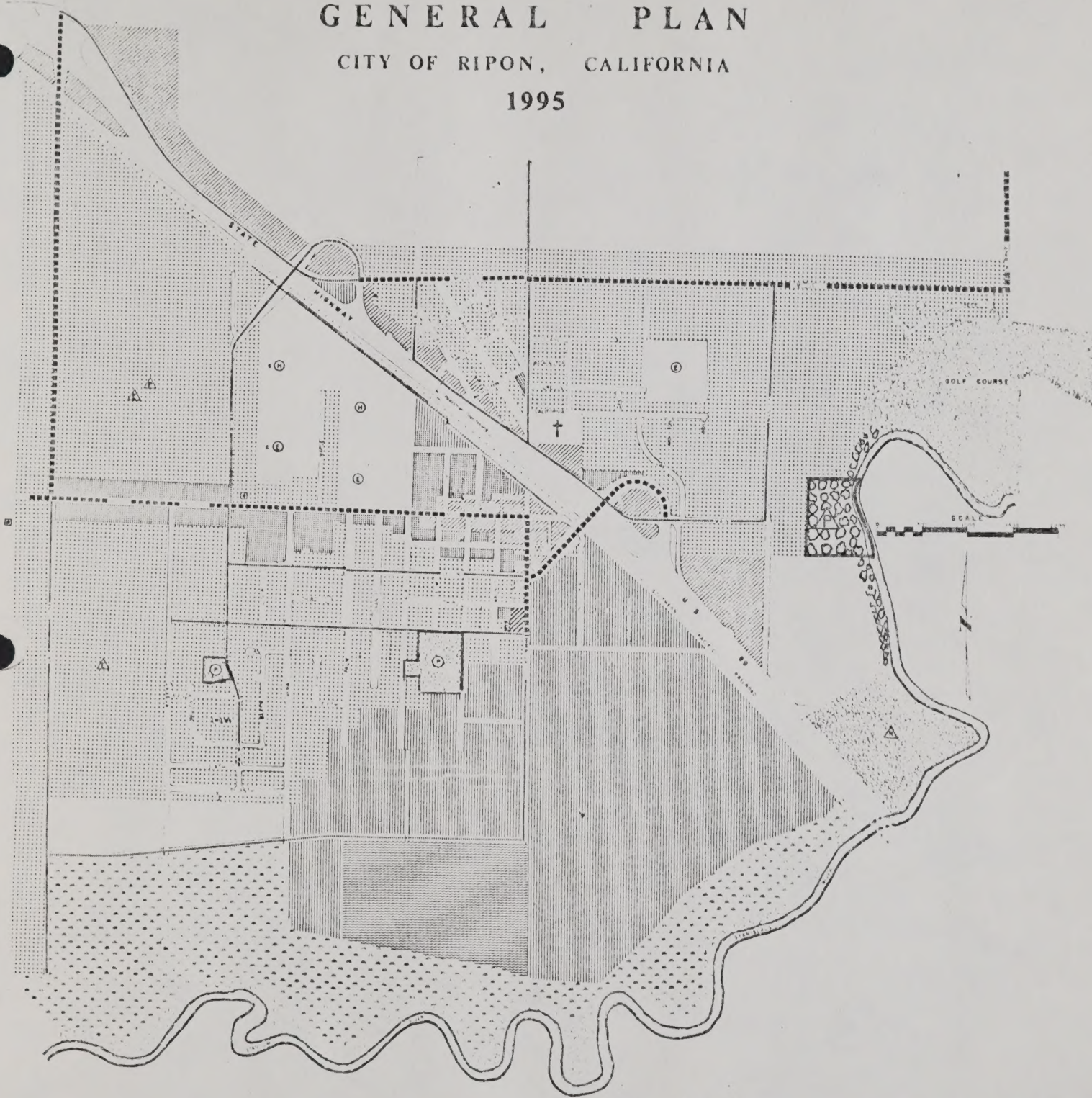
It reflects the substantial change in access to the City, but retains the integrity of the residential portions of the City, and the industrial portions continue to lie in well defined and contiguous areas.

If the commercial area along the freeway can retain its intended purpose for highway orientated uses, the growth of the City in commercial, residential and industrial areas should be able to proceed in an orderly manner with a minium of conflict between each of these necessary elements of a healthy community.

GENERAL PLAN

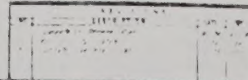
CITY OF RIPON, CALIFORNIA

1995



LEGEND :

LOW AND MEDIUM DENSITY RESIDENTIAL	CIVIC CENTER	NEIGHBORHOOD COMMERCIAL RESERVE	EXISTING HIGH SCHOOL	ARTERIAL ROAD
HIGH DENSITY RESIDENTIAL	CITY DISPOSAL SYSTEM	FIRE STATION	EXISTING ELEMENTARY SCHOOL	COLLECTOR ROAD
GENERAL COMMERCIAL	FLOOD PLANE OPEN SPACE	CEMETERY	EXISTING CHRISTIAN HIGH SCHOOL	
LIGHT INDUSTRIAL	EXISTING CITY PARK	LANDSCAPE BUFFER	EXISTING CHRISTIAN ELEMENTARY SCHOOL	
INDUSTRIAL	PROPOSED CITY PARK	PASTURE OR AGRICULTURE	PROPOSED ELEMENTARY SCHOOL	
	PROPOSED REGIONAL PARK			



APPROVED BY RIPON
CITY COUNCIL ON

Ripon Aug 9-1

U.C. BERKELEY LIBRARIES



C123300378

